

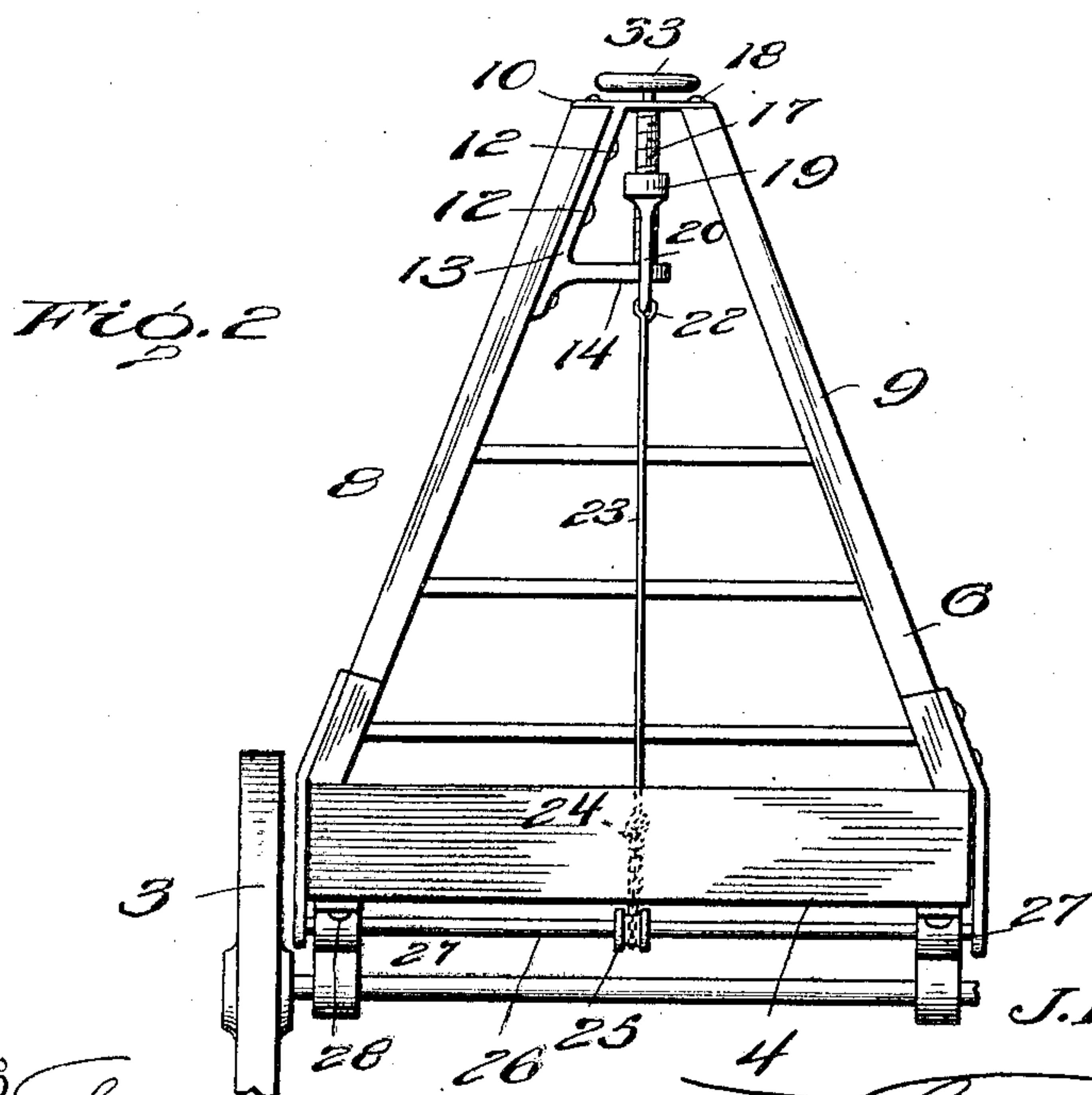
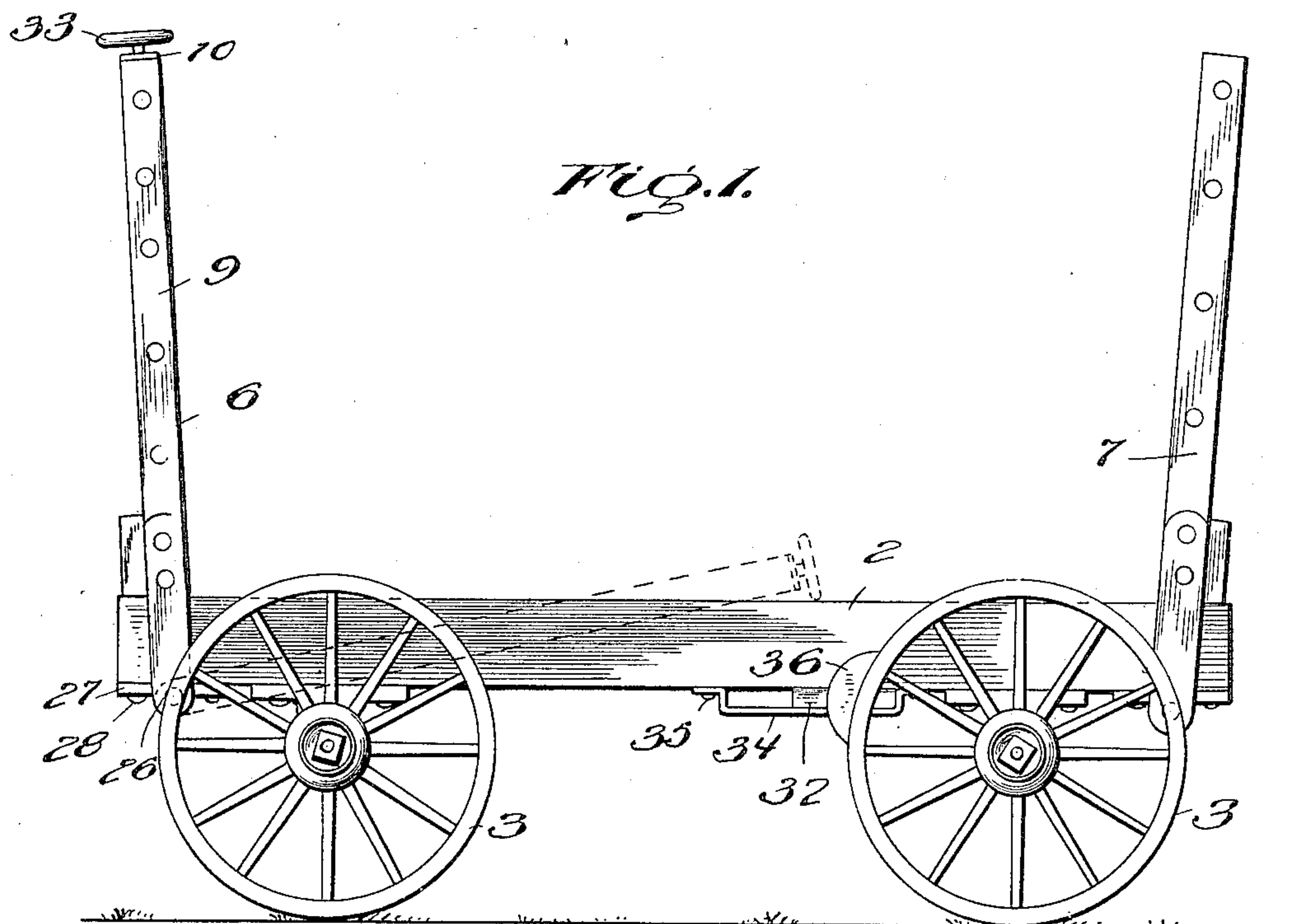
No. 804,058.

PATENTED NOV. 7, 1905.

J. L. SHAW.
WAGON BRAKE.

APPLICATION FILED MAY 20, 1905.

2 SHEETS—SHEET 1.



Witnesses
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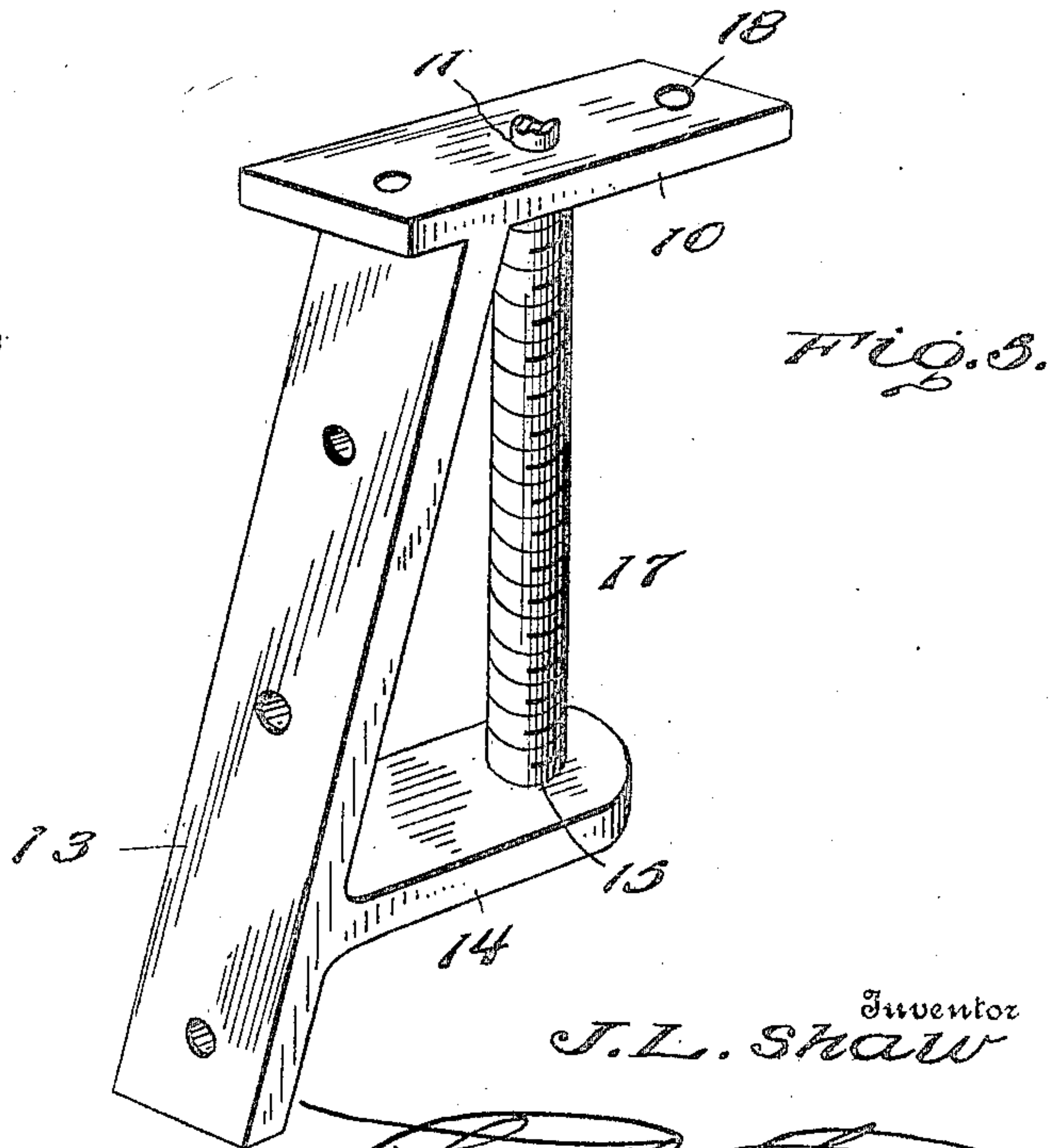
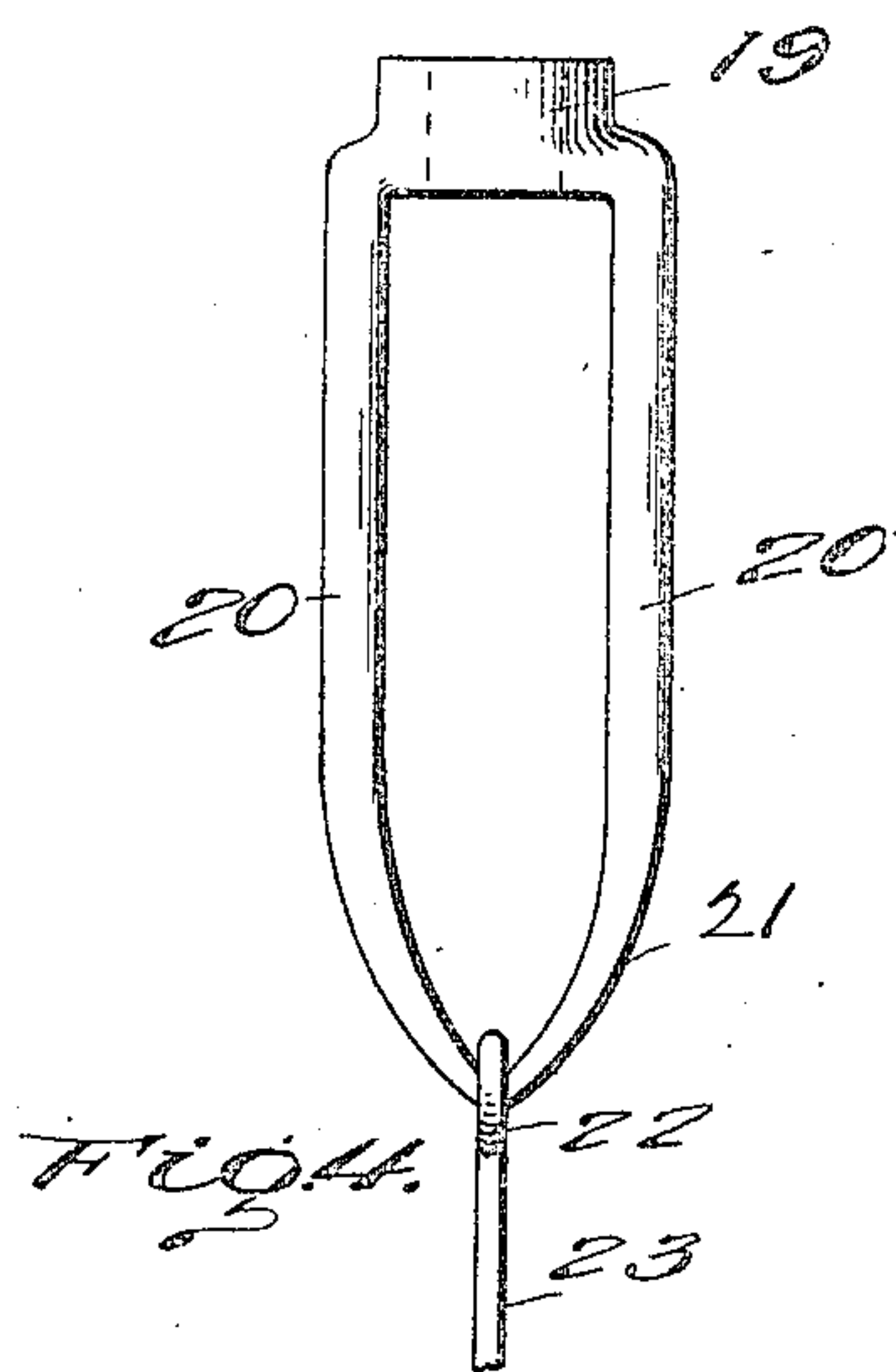
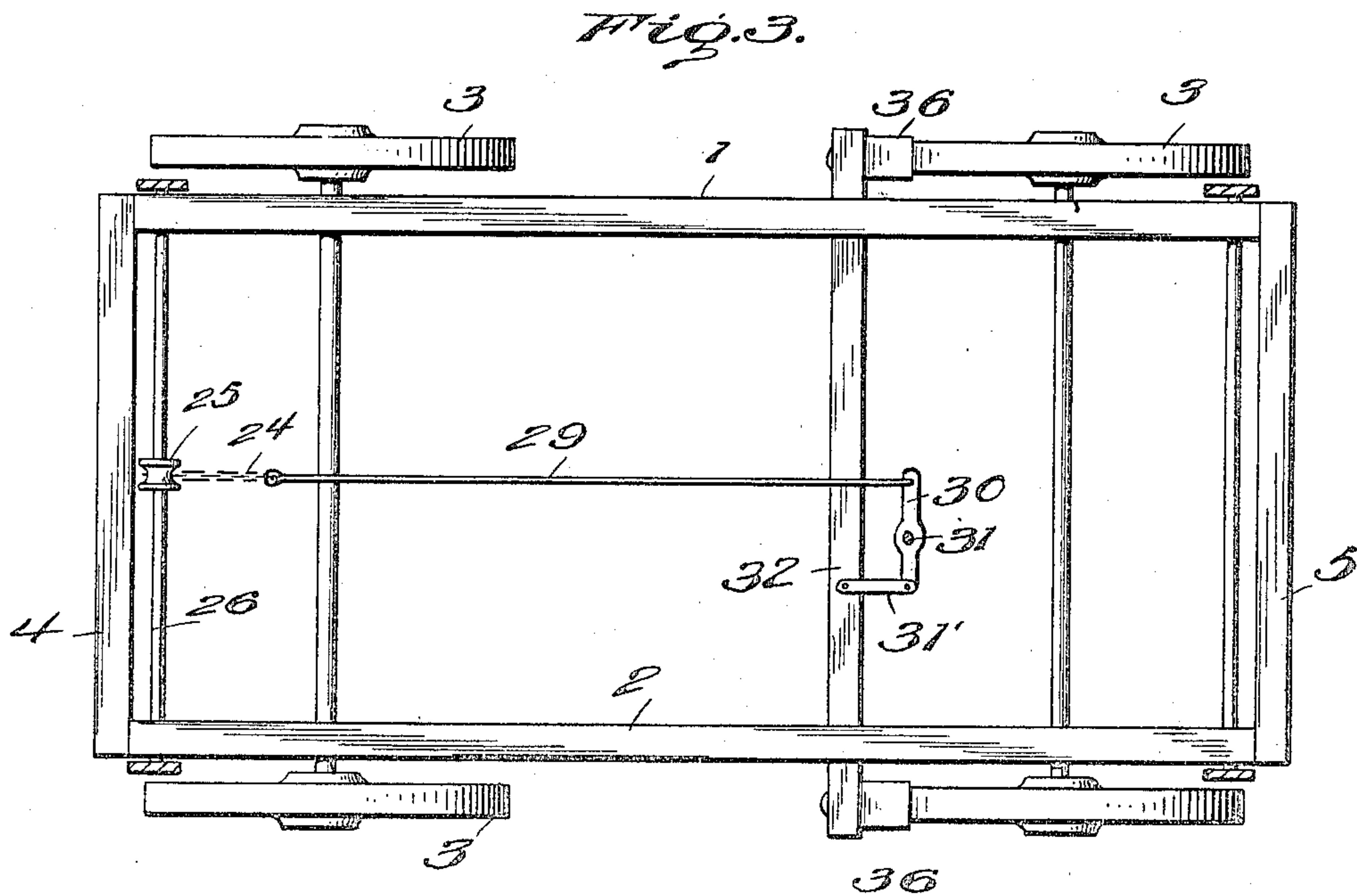
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UNITED STATES PATENT OFFICE.

JOHN L. SHAW, OF COSHOCTON, OHIO.

WAGON-BRAKE.

No. 804,058.

Specification of Letters Patent.

Patented Nov. 7, 1905.

Application filed May 20, 1905. Serial No. 261,334.

To all whom it may concern:

Be it known that I, JOHN L. SHAW, a citizen of the United States, residing at Coshocton, in the county of Coshocton, State of Ohio, have
5 invented certain new and useful Improvements in Wagon-Brakes; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to
10 make and use the same.

This invention relates to brakes for vehicles, and more particularly to that class of vehicles known as "hay-wagons."

One object of the invention is to provide a
15 construction and arrangement whereby wagons loaded with hay can be readily and easily braked, according to the grade over which the vehicle is traveling.

Another object of the invention resides in
20 the provision of a braking mechanism wherein the parts are few and whereby the brake may be manipulated either from the top of the loaded vehicle or from the body of the latter when unloaded.

A still further object of the invention is to
25 provide a very simple, inexpensive, durable, and efficient brake for vehicles.

With these and other objects in view the present invention consists in the combination
30 and arrangement of parts, as will be hereinafter more fully described, shown in the accompanying drawings, and particularly pointed out in the appended claims, it being understood that changes in the form, proportion, and
35 minor details may be made within the scope of the claims without departing from the spirit or sacrificing any of the advantages of the present invention.

In the drawings, Figure 1 is a side elevation
40 of a vehicle embodying my invention. Fig. 2 is a front elevation. Fig. 3 is a top plan view of the brake mechanism arranged beneath the sills of the body of the vehicle. Fig. 4 is a detail view of the slidable nut including its depending legs. Fig. 5 is a detail
45 view of the hanger and its bracket.

Referring now more particularly to the accompanying drawings, the reference characters 1 and 2 designate the side walls of the
50 wagon-body, mounted, as usual, upon wheels 3, there being the usual transverse cross-pieces 4 and 5 at the ends of the body.

Hay-wagons are usually provided with the front and rear uprights or ladders 6 and 7,
55 the same converging toward each other in the manner shown in the drawings. The forward

upright comprises the side members 8 and 9, converging upwardly toward each other, and in this particular instance a plate 10 is mounted upon the upper ends of the members and
60 provided with a central perforation 11, depending from the under face of which and secured by means of bolts or the like 12 to the inner face of the member 8 is arranged a hanger 13, having a horizontal bracket 14 at
65 its lower end, which is provided with a perforation 15 in its free end, in which the lower reduced end of the vertical screw-threaded rod 17 fits, the latter also being in screw-threaded engagement with the opening 11 in
70 the plate 10, which latter is secured, by means of the bolts or other suitable elements 18, upon the upper end of said members 8 and 9.

As clearly shown in the accompanying drawings, it will be seen that the vertical screw-
75 threaded rod 17 is arranged centrally of the members 8 and 9 of the front upright, and encircling this operating-rod 17 is a nut 19, having a screw-threaded bore for vertical movement upon the thread of the former, said
80 nut having the spaced depending legs 20 designed to straddle the operating-rod and also the plate 14, extending a little beneath the latter and to the bight portion 21 of which
85 is engaged the eye 22 of a short connecting-rod 23, to the free end of which is connected a cable—such, for instance, as a chain 24—which latter is designed to pass over a wheel or
90 sheave 25, loosely mounted upon the transverse shaft 26, revolubly mounted in the bearings 27, secured, by means of suitable fastenings 28, upon the under face of the sills 1 and
95 2 at their forward ends, the members 8 and 9 of the forward upright being secured to the shaft 26 between the sills and whereby the forward upright may be tilted from its upright position to substantially a horizontal
plane, as shown by dotted lines in Fig. 1, and whereby an attendant may operate the
100 brake when the vehicle is not loaded,

The cable or chain 24 has its lower end
connected to a rod 29, arranged beneath the bottom of the vehicle and longitudinally of
the latter, extending rearwardly and connected at its opposite end to the lever 30,
105 which is pivoted, by means of a pivot-bolt 31, to the under side of the vehicle-body, to which the lever is connected. A short rod 31' is secured to the rubber or brake-beam 32, which
is forced toward and away from the rear
110 wheels 3 of the vehicle through the manipulation of the hand-operating wheel 33 at the

upper end of the operating-rod 17, the free ends of the rubber or brake-beam 32 being slidably supported in the brackets 34, secured, by means of bolts or other suitable elements 5 35, to the under faces of the opposite sills of the vehicle-body, the free ends of the rubber or brake-beam being provided with the usual shoes 36 for engagement with the peripheries of the rear wheels.

10 When the vehicle is loaded with hay or other material, it will be understood that the forward upright is arranged in substantially a vertical plane, so that the hand-wheel 33 may be at the top of the stack for operating 15 the brake, and by turning the hand-wheel 33 the nut 19 and its depending side members 20 will be raised or lowered upon the operating-rod 17, consequently braking or unbraking the vehicle by reason of the chain 24 and the 20 rod 29 being operated, according to the movement of the nut 19. When the vehicle is not loaded with hay or other material, the forward upright may be thrown downwardly toward the bottom of the vehicle to lie in sub- 25 stantially a horizontal plane, so that the hand-wheel 33 may be operated by one standing or sitting upon the vehicle, as should be well understood.

What is claimed is—

30 1. In a braking mechanism for vehicles, an upright including side members, a plate at

the upper end of the side members, a bracket secured to the inner face of one of said side members, an operating-rod piercing said plate and bracket, a transverse shaft mounted in 35 the lower ends of said side members, a nut operatively engaged with the said operating-rod and provided with depending members adapted to embrace the operating-rod and straddle the said bracket, brake-shoes adapted 40 for movement toward and away from the rear wheels of the vehicle, and connections between the depending portions of said nut, and the said shoes for moving the latter toward and away from said wheels. 45

2. In a braking mechanism for vehicles, a wagon-body, a transverse shaft associated with the bottom of said body, an upright loosely mounted upon said shaft, an operating-rod associated with the upright, brake- 50 shoes arranged for movement toward and away from the rear wheels of the vehicle, and connections constructed and arranged between the operating-rod and said shoes for moving the latter toward and away from said 55 wheels.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN L. SHAW.

Witnesses:

W. S. MERRELL,
EMMA K. WILLIAMS.